

Coordinating Council on Juvenile Justice and Delinquency Prevention for a 3-year term:

Mr. Michael J. Mahoney of Chicago, Illinois.

#### HAITIAN TELEVISION NETWORK DEBUTS

(Mr. MEEK of Florida asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. MEEK of Florida. Mr. Speaker, I rise today to bring attention to Members and to our Nation of an important point in television history that took place on Friday, March 28, 2003. The Haitian Television Network of America went on the air in Miami, Florida. The Haitian Television Network is the first Creole and French language 24-hour-a-day station in the Nation. We were very proud, based on the fact that it is in Miami.

After years of programming on public access stations on cable, the president of the station, Claude Mancuso, has succeeded in his vision of reaching a broader audience. Mr. Mancuso has also worked within the Haitian community in providing Haitian programming. This is very important to our Haitian-Americans, that their Haitian culture, religion and history is daily programmed throughout south Florida and throughout the Nation. News, sports, movies, sitcoms and documentary programs for children are going to be able to help our Nation grow and understand one another. The Haitian-American population is estimated nationally at over 2 million, with over 700,000 Haitian-Americans residing in the State of Florida, with 500,000 in south Florida. I commend the Haitian Television Network for achieving its goal of being able to be a 24-hour station and look forward to many years of programming.

#### SPECIAL ORDERS

The SPEAKER pro tempore. Under the Speaker's announced policy of January 7, 2003, and under a previous order of the House, the following Members will be recognized for 5 minutes each.

#### COMMENDING ARMY RESERVE'S 319TH TRANSPORTATION COMPANY

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Georgia (Mr. NORWOOD) is recognized for 5 minutes.

Mr. NORWOOD. Mr. Speaker, our Nation is at war. Thousands of the fighting men and women of our Armed Forces are serving on the battlefields of Iraq, defending freedom, liberating the Iraqi people, and making our world a safer place to live. Today I rise to recognize and commend all of these courageous service personnel, but wish to pay particular tribute to the brave soldiers serving in the 319th Transpor-

tation Company. The 319th, part of the larger 375th Transportation Group out of Mobile, Alabama, is an Army Reserve unit based in my hometown of Augusta, Georgia.

The 319th has a proud history. During the Vietnam War, the 319th Transportation Company logged over a million miles, delivered over 92,000 tons to the battlefield, and was ambushed by the enemy on seven separate occasions.

Today, for the Reservists serving in the 319th, the voyage from Wrightsboro Road Reserve Center in Augusta to the war zone of Iraq began this past January with a short trip to nearby Ft. Stewart for specialized training. Then in mid-February, the 319th Transportation Company, along with the unit commander, Captain Mohandas Martin, deployed to northern Kuwait where they received their assignment, to support the more than 50,000 Marines in the 1st Marine Expeditionary Force.

When Saddam Hussein thumbed his nose for the last time and the war began in Iraq roughly 3 weeks ago now, the 319th began the next phase of their voyage, going into the deserts of Iraq, delivering by truck the critically important fuel to the Marines advancing to Baghdad and Saddam Hussein's final day of reckoning.

Their mission is an unheralded one; but as we have all realized on the round-the-clock cable news broadcasts, it is the success of the supply units traveling the roads of Iraq, like the 319th, that have been vital in the early success of our coalition forces and will ensure our ultimate victory.

As I said, Mr. Speaker, theirs is an unheralded mission, but also one that puts the members of the 319th at great risk and peril. In their first week operating in Iraq, the 319th headed out from their base of Camp Viper in Iraq for a multiday mission to deliver fuel near the front lines. According to the reports, while on their journey, vehicles of the company came under heavy enemy fire more than once in their ambush attempts. Thanks in large part to the efforts of the Marines, the 319th continues to supply, the attacks were thwarted, and all members of the 319th Transportation Company returned safely to regroup and prepare for the next mission and the next journey to the front lines of war.

Mr. Speaker, to the people of the Ninth Congressional District of Georgia, my constituents, the soldiers of the 319th Transportation Company represent different things: a good neighbor who lives down the street, a close relative or spouse that is sorely missed at home, or even a mother or father to a child that misses a parent and needs them back. It is true the soldiers of the 319th Transportation Company are all different, but they are all the same in one simple and very important way, they are all heroes.

Because of them, these same Marines moved closer to finally ending Saddam Hussein's horrific reign of terror and ability to aid and assist terrorists

around the globe. Because of them and others serving in the war today, loyalty, duty, honor, and personal courage are not words relegated to the history books, but instead living and shining examples for all of us on the battlefields of Iraq.

Lastly, Mr. Speaker, it is because of them that the battle cry in our Nation's war against terrorism is particularly meaningful today in the deserts of Iraq. So finally I say to the 319th, keep up the good work and "Let's roll."

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#### NATIONAL RAIL INFRASTRUCTURE PROGRAM

The SPEAKER pro tempore (Mr. BURGESS). Under a previous order of the House, the gentleman from Illinois (Mr. LIPINSKI) is recognized for 5 minutes.

Mr. LIPINSKI. Mr. Speaker, freight transportation is a vital and growing industry in the United States. Rail is the most prudent way of expanding the capacity to accommodate growth in freight traffic, allowing for congestion relief on our roadways, cost benefits to shippers, and improving our air quality. However, our Nation's aging and congested infrastructure does not adequately support the rail needs of today. Across the country from Los Angeles to Chicago to New York City, the movement of freight is being stalled and delayed by a variety of bottlenecks. For example, every day 37,500 freight cars travel through Chicago at a snail's pace of 7 to 12 miles per hour. Added on top of that, 700 commuter and Amtrak trains. Today it takes 2 days to move rail shipments through Chicago.

It is clear that capacity constraints and congestion thrive within our rail system and the situation is quickly worsening. The Chicago Area Transportation Study predicts that freight car traffic through the Chicagoland area will increase nearly 79 percent in less than two decades. But this is not just the Chicago problem. A recent report from the American Association of State Highway and Transportation Officials states that growth in domestic and international freight tonnage is expected to grow 67 percent by the year 2020. The result will mean a shift of 900 million tons of freight onto our interstate system, adding a \$21 billion need to highway costs in the next 17 years.

In an economy where just-in-time delivery demands are the norm, slow cross-country freight movement results in economic losses that are felt throughout the United States of America. Our communities also suffer. Traffic tie-ups and idling trains affect the quality of life of many of our constituents.

The status quo must not continue. As Daniel Burnham, the famous Chicago-based architect and city planner, encouraged us to "make no small plans,"